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To: Duane Martin, P.E. - Town Engineer**From:** Luke Mauro, P.E., PTOE
Nathan Kirschner**CC:** David Gagnon / Langan
Robin Pearson / Alter & Pearson
Dino DeLaurentiis / Regency**Date:** December 6, 2019**Re:** Trip Generation Assessment
Corbin's Corner
1459 New Britain Ave
West Hartford, Connecticut
Langan Project No.: 140200101

Langan CT, Inc. has prepared this memo to outline the anticipated change in trip generation resulting from the outparcel redevelopment at Corbins Corner shopping center located at 1459 New Britain Avenue in West Hartford, Connecticut. The site is currently certified by the Connecticut Department of Transportation (CTDOT) Office of the State Traffic Administration (OSTA) under Major Traffic Generator (MTG) Certificate No. 548 and subsequent Administrative Decision (AD) No. 246, issued on June 9, 2014. The site is approved for 189,645 square-feet of mixed-use space with 1,017 total parking spaces. Note that the adjoining Seritage mixed-use development parcel, which shares access with and essentially functions as a single development with Corbins Corner, is certified as a separate development with OSTA.

Project Description

The project includes the renovation of the existing shopping center façade, the construction of a ±2,550 square-foot addition to Trader Joe's and the construction of a ±7,630 square-foot restaurant to replace an existing ±6,000 square-foot Jared Jewelers, and associated site improvements including landscaping, pavement/sidewalk repair, and drainage. An alternate to the project includes all improvements listed above with the exception of the demolition of the existing ±6,000 square-foot Jared Jewelers, which would remain and be renovated to accommodate the proposed restaurant.

Trip Generation

The anticipated number of trips generated by the proposed re-development was developed by rates established by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Land Use Code 820: Shopping Center was used to estimate the trip generation associated with the removal of the existing ±6,000 square-foot Jared Jewelers and the construction of the ±2,550 square-foot addition to Trader Joe's. Land Use Code 932: High-

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Turnover (Sit-Down) Restaurant was used to estimate the trip generation associated with the proposed $\pm 7,630$ square-foot restaurant.

A pass-by credit can be applied to the retail/restaurant trips that are already in the adjacent roadway network. This credit provides for vehicles already on the roadway network that may stop at Corbins Corner to shop or eat. Pass-by credit is generally determined by the lesser volume of the following: 20% of the trips generated by the proposed redevelopment or 10% of the ambient peak hour traffic of the adjacent roadway. In this case, 20% of the trips generated by the proposed retail/restaurant uses within Corbins Corner was used to determine the pass-by credit. Table 1 below illustrates the anticipated net "new" trip generation of the proposed Corbins Corner redevelopment.

TABLE 1 ANTICIPATED CHANGE IN TRIP GENERATION – CORBINS CORNER REDEVELOPMENT						
USE	WEEKDAY EVENING PEAK-HOUR			SATURDAY PEAK-HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Proposed $\pm 2,550$ SF addition to Trader Joe's ¹	5	5	10	6	6	12
Removal of Existing $\pm 6,000$ SF Jared Jewelers ¹	-11	-12	-23	-14	-13	-27
Proposed $\pm 7,630$ SF Restaurant ²	46	29	75	44	42	86
Subtotal	40	22	62	36	35	71
Pass-by Credit ³	-8	-4	-12	-7	-7	-14
Total New Trips on Adjacent Roads	32	18	50	29	28	57

¹ Volume based on ITE Trip Generation Manual 10th Edition: Land Use Code 820: Shopping Center

² Volume based on ITE Trip Generation Manual 10th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

³ Pass-by credit of 20% applied to proposed retail/restaurant uses

As shown in Table 1 above, we anticipate that the site will generate less than 100 new peak hour trips which, based on accepted CTDOT practice, would fall within the daily variation of background traffic experienced along the surrounding roadway network; therefore we anticipate that the project will not have a significant impact on the existing area roadway network. If the project alternate were to be constructed, which includes the renovation of the existing $\pm 6,000$ square-foot Jared Jewelers to a restaurant use, the anticipated peak-hour trip generation would be less than the total new trips shown in Table 1 above. For these reasons, we feel that any additional traffic analysis is not warranted for this project. If you should have any questions or comments, please do not hesitate to contact us.